



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 5

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MTC Advisory Council
November 12, 2008
Minutes

Bob Planthold called the meeting to order at 12:40 p.m. In attendance were members Paul Cohen, Angela Colombo, Raphael Durr, Karla Goodbody, David Grant, Mary Griffin, Richard Hedges, Kathryn Hughes, John Inks, Cathy Jackson, Sherman Lewis, Xiao-Yun Lu, James McGhee, Eli Naor, Margaret Okuzumi, Michael Pechner, and Don Rothblatt.

Minutes - The minutes were approved unanimously.

Public Comment - No comment.

Staff Report

Ms. Therese Knudsen welcomed the newest member of the Advisory Council, Mr. Julio Lacayo. He represents EDAC, replacing Steve Belkin who resigned in September.

She said a new Chair and Vice Chair will be elected for a one-year term beginning in January, and for all committee members to submit their nomination before the December 10, 2008 Advisory Council meeting.

Lastly, she mentioned that MTC and ABAG have released a series of five narrated audio tours of transit corridors and transit-oriented developments in the Bay Area (to download from MTC's website: http://www.mtc.ca.gov/planning/smart_growth/TODcast/index.htm).

Report from the Minority Citizens Advisory Committee (MCAC);
Report from the Elderly and Disabled Advisory Committee

Mr. David Grant stated that EDAC has been focusing on mobility management. No report from the MCAC.

Advisory Council 2009 Work Plan

Mr. Bob Planthold opened the discussion on the work plan, and asked the committee for any changes.

Committee comments include:

- Transportation Land Use – add the coordination of MTC and ABAG work on FOCUS and integrate it into transportation land use committee's efforts.
- Transportation Pricing Reform and Transportation Economics – change to Transportation Economics and Pricing.
- Transportation and Land Use – add the idea of increasing pedestrian options and possibly teleworking. Also, the items related to fuel-use characterization get lost in other parts of Sustainable Transportation.
- Sustainable Transportation - add the evaluation of MTC's past and projected policies.
- Transportation Funding – add near-term project readiness in light of state and federal policies/budgets. Also add gas tax fee and public/private partnerships.
- Climate Change – HOT lanes need to be made more specific. There should be some kind of criteria to make sure that MTC is always reducing the carbon footprint - not increasing pollution.
- Would like to see a focus on the low-income JARC program – possibly under Sustainable Transportation 9b or Transportation and Land Use (MCAC has been following this program).
- Freeway System Management – add systemic freeway ramp metering and toll policy.
- Goods Movement – add truck technology.
- Transportation and Land Use - d) – should be a stand alone, and start using the routine accommodation language.
- Add the term Quality of Life – there is a huge qualitative issue that isn't captured by the quantitative.
- Transportation and Land Use - add mobility devices under non-motorized transportation.

Ms. Jackson summarized a draft chart that she put together, which breaks down the work areas. Mr. Planthold stated that the chart is a way to graphically illustrate the written material in the work plan.

She stated that if the committee needs to start by having a couple of topics, she suggested looking at procurement, climate change, and transportation-related projects and its impact on business.

Several committee members commented on the large number of topics in the work plan.

Staff liaison Knudsen recommended that the committee prioritize the work plan topics, as well as to be mindful of not duplicating efforts that are undertaken by the other MTC advisory committees, EDAC and MCAC. She suggested focusing on topic areas that are related to the Advisory Council subcommittees that are already established.

Ms. Jackson moved approval of both the work plan as “Phase 1” with the edits provided along with the chart with revisions. Mr. Hedges moved approval. The motion passed unanimously.

TransLink[®] for Transit Oriented Development

Ms. Valerie Knepper updated the committee on TransLink[®] for Transit Oriented Development. As of early October, 1,394 passes have been distributed. MTC will analyze the transit usage and survey data as it is collected over the course of the next year. She stated that in total the program has been offered to residents of almost 2,000 units; over one third of which (796) are affordable. The preliminary numbers point to a trend of the highest registration rates at the senior home facilities and those with very active site management. The Avalon in El Cerrito garnered a lower response than anticipated. Over time staff will evaluate factors that may be involved in the responsiveness at individual sites.

Both Ms. Knepper and project intern Ms. Kate Krumme commented on the key issues and potential solutions: 1) public response – some residents at the sign-ups expressed skepticism of the program, and others did not see transit as of interest to them; 2) technical issues – some of the TransLink[®] readers have not functioned properly, and there was a limited awareness about the program by bus operators. AC Transit bus personnel could receive extra training regarding TransLink[®], to identify faulty card readers and to properly report them for maintenance; 3) limited support by site coordinators – additional support might be gained by developing

more publicity and a competitive application process for interested sites, and/or communicating with residents to create interest in participation; 4) cost effective approach – the most cost-effective approach to residents would be through online registration. The most plausible non-internet registration option might involve registering residents at existing AC Transit offices; 5) participation of other agencies – MTC might look to BAAQMD to fund transit passes programs in lieu of parking, ABAG to provide input on both the future TD site selection process and evaluate sites' urban form, advocacy groups to support implementation and promote the project, and transit agencies to help create flexible programs and identify TOD sites of interests; 6) scaling – MTC might choose to either continue leading a TransLink[®] for TOD program, coordinating cities and transit agencies, and establishing its own program criteria; 7) long-term direction – cities should reduce parking requirements for developers who offer their residents free transit passes as part of a Transportation Demand Management package, along with car share vehicles, pedestrian and bike friendly design elements, and transit agencies should actively support “universal pass” programs.

In closing, Ms. Knepper stated that she will be working with AC Transit to monitor the usage of the passes, analyzing the results of the surveys and evaluating long term impacts and implications for the effectiveness of such programs.

Committee comments include:

- Criteria for eligibility – look at those below market rate housing.
- Good idea to restrict parking.
- Suggest putting a hole in the card before distributing it so one can wear it on a chain.
- What are the acceptance rates? Who is actually using them?
Response: Too soon to say – data is being collected.
- How do people get help using the card/transit? Response:
AC Transit. MTC did make customized maps with what people can access from their location, did computer training on 511.
- Move outreach to market rate housing to get others on transit
- Need attitude conversion of auto users.

- The funding of TransLink[®] is different from the use of the TransLink[®] - it would be valuable to have TransLink[®] available to everyone who would pay a market price for the card.
- Suggest staff consider using the Bay Area Partnership as a potential lead agency since all of the major providers of transit are members of the partnership as well as CMAs.
- For evaluation – practicalities of use – how do you tell how much is left on the card, how to load more money on it, etc.

Discussion of Regional Pedestrian Committee's Plan for a Pedestrian Policy

Mr. David Grant stated that the Regional Pedestrian Committee started working on the draft plan in February 2007, and the Final Report was produced in October 2008. He stated that the Regional Pedestrian Plan will help fill the following gaps that currently exist in the Bay Area's transportation planning and decision-making: 1) Regional Cost Estimate – this estimate will enable MTC to program funds in an informed, effective, and equitable manner, 2) Collision Rates – this type of analysis – commonplace for motor vehicles – will critically inform and improve the prioritization of capital improvements, 3) Performance Measures – such measures are needed to identify deficiencies, program improvements, and measure progress, 4) Education and Economies of Scale – these programs are most cost-effective at the regional level through economies of scale and consistent branding across jurisdiction, 5) Multijurisdictional Coordination – the Plan will provide policy and design guidance on pedestrian facilities to realize the full value of transit capital improvements, and 6) Prioritization and Best Practices – the Plan will provide guidance to applicants and evaluators on best practices.

Committee comments included:

- Pedestrian paths should be separated as much as possible from autos.
- Request that MTC staff Sean Co (in audience) forward the report to Caltrans as information to their pedestrian committee.

Mr. Grant asked the committee to endorse the recommendations as well as call on the MTC to look at this committee report, and adopt it as a policy.

Mr. Sherman Lewis moved approval of the sample resolution of support for the Regional Pedestrian Plan. Mr. Michael Pechner seconded. The sample resolution passed unanimously.

Transportation Economics and Pricing Subcommittee Update

Mr. Sherman Lewis requested that the Advisory Council ask that MTC request the State of California promulgate a policy to discourage or prevent public subsidies to parking structures. Such a policy could state: “public subsidies to parking structures encourage more driving and more carbon emissions. Any place attracting enough trips for a parking structure also can be served by transit. Therefore, the State of California opposes/discourages state and local governments from building subsidized parking structures and recommends using transit for access.”

Mr. Pechner moved approval. Mr. Raphael Durr seconded. Mr. Rothblatt suggested deleting the word “opposes” and just use the word “discourages.” Mr. Karla Goodbody suggested rather than saying “discouraging public subsidies” change it to say “we encourage public transit accessibility.” The motion passed with eleven yes, five no, and one abstaining. (Note: Staff was asked to check if this passes with a majority of the body or a majority of the quorum.) Answer: Majority of the quorum.

State Budget/2009 Draft Legislative Program

Ms. Rebecca Long stated that the Governor announced his support for reconsideration of a sales tax increase, as well as taking another look at cuts, including a suspension of Proposition 42, a major source of statewide transportation funding for local street and road repairs, state highway improvements and public transit.

She also stated that the Governor is proposing some economic stimulus that affects transportation – advancing \$800m in some of the bond funds for public transit.

Ms. Long noted that the Governor signed an Executive Order requiring the formation of a bipartisan “Commission on the 21st Century Economy” to re-examine and modernize California's out-of-date revenue laws that “contribute to our feast-or-famine state budget cycles.”

Ms. Long also commented on the 2009 Draft Legislative Program, and summarized the most critical proposed state and federal priorities.

Committee comments included:

- Provide a list of legislators from the Bay Area that are on the various committees in the State legislature
- Coordinate MAP 21 comments (Cathy Jackson to forward)
- Email copy of the draft Legislative Program to committee members

Other Business/Public Comment

There was no other business. The next meeting of the Advisory Council is scheduled for December 10, 2008. The meeting was adjourned at 2:30 p.m.